

## **Newport News Composite Squadron Mar 2009 Safety Briefing**

1. National Safety Council (NSC) Safety Calendar
  - National Nutrition Month – 1 - 31 Mar
  - Workplace Eyes Health and Safety Month – 1 - 31 Mar
  - Save Your Vision Week – 1 – 7 Mar
  - National Patient Safety Awareness Week – 8 - 14 Mar
  - National Poison Prevention Week – 15 - 21 Mar
2. Aviation Safety
  - AOPA Magazine Article – “Blowin' in the wind”
  - AOPA Flight Training Magazine Article – “Grounding Cable”
  - AOPA Magazine Article – “Safety Corner: Fuel Exhaustion”
3. Driving Safety
  - Seatbelt Laws
  - Virginia Move Over Law
  - Roadway Work Zone Safety
4. Bodily Injury
  - Virginia State-Wide Tornado Drill - 17 Mar
  - UV Protection
  - Poison Awareness
  - Peanut butter recalls
5. Risk Management
  - Student – Trooper collision
6. Mar Sentinel – Not available

## MARCH 2009

<b>March 1 - 31</b>	<b>National Nutrition Month</b>	American Dietetic Association	(800) 877-1600 ext.4771 <a href="mailto:nnm@eatright.org">nnm@eatright.org</a>	<a href="#"><u>eatright</u></a>
<b>March 1 - 31</b>	<b>Workplace Eyes Health and Safety Month</b>	Prevent Blindness America	(800) 331-2020 <a href="mailto:info@preventblindness.org">info@preventblindness.org</a>	<a href="#"><u>prevent blindness</u></a> <a href="#"><u>NSC Issues, compliance</u></a>
<b>March 1 - 7</b>	<b>Save Your Vision Week</b>	American Optometric Association	(800) 365-2219	<a href="#"><u>AOA</u></a>
<b>March 8 - 14</b>	<b>National Patient Safety Awareness Week</b>	National Patient Safety Foundation	(413) 663-8900 <a href="mailto:info@npsf.org">info@npsf.org</a> <a href="http://blindness.org">blindness.org</a>	<a href="#"><u>Patient Safety</u></a>
<b>March 15 - 21</b>	<b>National Poison Prevention Week</b>	Poison Prevention Week Council	(301) 504-0862	<a href="#"><u>poison prevention</u></a> <a href="#"><u>NSC Issues, poison</u></a>

# Blowin' in the wind

By Bruce Landsberg

A standing joke in the Great Plains is that windsocks are made of 8-foot lengths of logging chain, and unless links of chain are snapping off in the breeze, the wind is probably not much to worry about. I've never figured out exactly how much wind that would take and suspect that most of us have a somewhat lower tolerance, but the question is where to draw the line.

During a particularly windy trip up the East Coast, I had ample time to consider the effects of wind on airplanes and how it is involved in accidents. In reviewing the records in the AOPA Air Safety Foundation's Emil Buehler Center for Aviation Safety, some interesting facts came to light: 1,155 accidents had wind listed as a probable cause. This represents about 6.5 percent of the accidents recorded so far in the database.

Not surprisingly, among aircraft under 12,500 pounds, larger ones had fewer accidents. (The foundation doesn't keep records on aircraft weighing more than 12,500 pounds.) Only 25 multiengine aircraft crashed with wind as a cause, and single-engine retractables accounted for another 101 accidents. The overwhelming majority was represented by single-engine fixed-gear airplanes. This seems logical for two reasons. Lighter aircraft are more affected by the wind, and they are frequently flown by less experienced pilots who may not have perfected the techniques of coping with drift correction and wind shear. Tailwheel airplanes were a significant portion, reflecting their more demanding ground-handling characteristics compared to nosewheel airplanes.

High-wing airplanes had 2 percent more wind-related accidents than low-wing aircraft. While it could be speculated that a high wing presents more opportunity for the wind to get beneath it and perform mischief, there are many factors that could contribute to this finding. They involve exposure, wing loading, pilot experience and proficiency, and many other variables that should also be considered.

Takeoffs and landings were the most frequent phases of operation, accounting for more than three quarters of the mishaps. Once airborne, we seem to manage reasonably well. It's just at the point of leaving or coming back into ground contact that wind most frequently challenges the pilot.

Some examples: At the time the Cessna 172 pilot received his weather briefing, the wind was variable 230 to 250 degrees at 20 knots. The 800-hour pilot started the takeoff roll on Runway 24 and began to rotate at 55 knots just as a strong gust struck the aircraft from the left. The aircraft departed the runway to the right side, and the nose gear failed. Right after the accident, flight service reported the wind from 230 degrees at 27 knots, gusting to 37 knots.

The 300-hour Bonanza pilot reported encountering severe downdrafts and turbulence at the runway threshold. Full throttle was applied, but the aircraft touched down prematurely and was angled about 30 degrees to the right of runway heading. The aircraft came to rest in some brush beside the runway, and the nose gear collapsed. Epilogue to the story: 1 hour 20 minutes later, the FAA investigator landed at the airport. During the approach, at about 100 feet agl, he encountered an abrupt loss of airspeed while the nose and right wing dropped. He applied power, but the aircraft settled another 50 feet before recovering for a normal landing. Presumably, the investigator was sympathetic to the pilot's report of wind shear and severe turbulence.

Wind does not seem to play a large part at night or in instrument meteorological conditions. There were only 33 and 17 accidents, respectively. There may be a pilot experience factor here, as well as reduced exposure, because there

is much less night and IFR flying compared to daytime VFR operations. Also at night, as any sailor who is trying to get home will tell you, the wind tends to die out.

As is true with other takeoff and landing accidents, wind-related accidents tend to be of the "fender bender" variety. Less than 10 percent of these accidents resulted in fatalities or serious injury, which is well below the average of about one in four accidents being serious.

In avoiding the winds of catastrophe, there are several risk management strategies that will keep you from getting blown away. First, there must be enough fuel to compensate for reduced groundspeed when flying into a headwind. We won't dwell on this now because fuel management is a topic unto itself, but I suspect that many accidents blamed on fuel exhaustion had their genesis in a wind-related encounter.

Second, there has to be enough airspeed to maintain controllability during takeoff and landing. As seen from the accidents cited earlier, we've got to have enough response from the flight controls to overcome the swirls and eddies in the atmosphere that will want to drop a wing here or slide the nose down or sideways there. There's a wonderful line in John Hoyt's book, *As the Pro Flies*, that talks about being "dis-gusted." That's when a gust of wind gives us extra lift when we really don't need it and then abruptly stops. Frequently, the result is a stall, and the cure is adequate airspeed and power to overcome that sudden sinking feeling that is likely to follow.

The pilot's operating handbook for the Cessna 172N recommends a normal rotation speed of 55 knots under calm conditions. In the expanded description under crosswind takeoffs, the handbook suggests, "With ailerons partially deflected into the wind, the airplane is accelerated to a speed slightly higher than normal, then pulled off abruptly to prevent possible settling back to the runway while drifting." So how much more speed does "slightly" imply? The rule of thumb is half the gust factor (in the case of the 172 example mentioned earlier, the gust factor was 10 knots, so add 5 knots to the normal approach speed) or, in the case of the 172 takeoff accident above, 5 knots. If it's really gusty, add more to be sure that when you pull the airplane off the ground, it will fly even if a gust hits at just the wrong time.

Full-stall landings are a joy to behold in light winds but not the best way to handle a gusty touchdown. The nosewheel still needs to be clear of the runway, but we need higher speeds and lower angles of attack to maintain controllability.

A Mooney pilot with more than 1,000 hours total time and 250 in type and another pilot were preparing to land when suddenly the aircraft was blown into the trees. The effective crosswind component, estimated by the accident investigator, was about 10 knots. The pilot stated that after approach with full flaps, the speed was bled off for an intended full-stall landing. Just prior to touchdown, the pilot reported a gust that shifted 90 degrees to the runway and exceeded the crosswind capability of the aircraft. The pilot added full power, but the aircraft could not fly out of the stall. It drifted to the left side of the runway during the attempted go-around, and when the other pilot attempted to turn right, the left wing struck a tree, and the right wing tip contacted the ground.

While the following quote is again from the 172 handbook, the principles apply to most aircraft: "When landing in a strong crosswind, use the minimum flaps setting required for the field length.... The maximum allowable crosswind is dependent upon pilot capability as well as aircraft limitations. With average pilot technique, direct crosswinds of 15 knots can be handled safely."

My personal experience is that flaps make high-wind landings more difficult, and I avoid short runways in strong crosswinds if the flaps are needed to get the speed down to get the machine stopped. Then it's getting to be more like work than fun.

Cessna's comment about 15-knot direct crosswinds should not be taken out of context. We might want to add that a competent and current pilot who is used to flying the 172 in strong winds can handle 15 knots of direct crosswind safely, which brings up another important point. Pick airports with runways closely aligned with the wind if it's really strong. This seems purely logical, but general aviation pilots sometimes will pass up an easy landing at a nearby airport to challenge a nearly impossible crosswind, with resultant damage.

Lastly, remember that the flight controls should be positioned properly to minimize the effect of wind while taxiing. A wind coming from ahead or from one side can be countered by keeping the elevator neutral and turning the ailerons into the wind. If the wind is from behind, position the controls to "dive away" from it; i.e., elevator down and ailerons opposite to the wind. In a howling gale, we may need to get "wing walkers" to hold the aircraft down while getting to a tiedown spot. How frustrated the pilot of a 172 must have been after altering his destination to a large airport with runways aligned into the wind, only to be blown over while attempting to taxi to the ramp. That's an ill wind.

*The grounding cable is a key safety device not often considered by pilots. Attaching it prior to aircraft fueling is a must.*



## **What It Looks Like**

### **Grounding cable**

*By Mark Twombly*

One of the nagging problems that can affect airplanes is static electricity. Electrostatic charges can accumulate on an airplane as it flies through precipitation, ice crystals, dust, sand, snow, and even in clear air below an electrically charged cloud layer. Electrostatic charge can cause radio frequency (RF) noise that may interfere with avionics. The cure for electrostatic buildup is to attach *static wicks* to the trailing edges of the wing and tail. The wicks harmlessly dissipate or bleed the electricity into the slipstream.

Flying through the air is not the only source of potentially harmful electrostatic charge buildup. Avgas or jet fuel being pumped into a fuel tank under pressure can generate static electricity. If the electrostatic charge is not dissipated in some manner, the charge can build to the point that it creates a spark.

It goes without saying that a strong electric spark jumping between a fuel nozzle and the metal neck of an aircraft fuel tank is not a desirable scenario.

The key to safe fueling practices is to electrically ground the aircraft so that any electrostatic charge generated by the fueling process dissipates harmlessly through a ground instead of building up and eventually causing a spark.

How is an airplane grounded when being fueled? Next time you are at the airport, watch a line technician refuel the airplane. One of the first things he or she will do is pull a metal line from the fuel truck and clamp it onto the airplane, probably onto an engine exhaust stack or wheel axle. This creates a grounding path for the static electricity to dissipate before a spark can occur.

If you do your own fueling from a self-service facility, be sure to attach the grounding cable before refueling. It's important to attach the cable to an unpainted surface to ensure good conductivity. Painted tiedown rings don't count.



### **Safety Corner: Fuel Exhaustion**

On August 10, 2008, a Beechcraft Baron crashed in mountainous terrain near Sitka, Alaska. Although the NTSB's report is still preliminary, it appears that the pilot stopped for fuel at Gustavus, Alaska, only to discover that no fuel was available there. He then departed again, hoping to reach Sitka (95 miles away), but didn't make it. In the ensuing crash, the pilot and his passenger were killed. A state trooper who inspected the wreckage reported that the fuel tanks were empty.

Fuel exhaustion and starvation accidents are easily preventable—and yet there were nearly 90 of them in 2007. Why? There are lots of reasons, but the pilot of this Baron made a mistake that's more common than you might guess: stopping for fuel, finding none, and departing again.

If there's no fuel at your fuel stop, think long and hard before you climb back into the cockpit. Is there a phone number you can call for service? How much fuel is really left in the tanks? How close is the next fuel stop? What's the weather like? Dire circumstances aside, if there's any real doubt about making it to the next airport, it's better to stay on the ground and figure out some way to get gas in the tanks—or arrange alternate transportation.

## Virginia DMV

### Seat Belts

The Virginia Highway Safety Office wants to remind you that seat belts are your best defense during a crash. The primary function of the seat belt is to prevent ejection and spread crash forces over a wider part of the body to reduce injury and fatality. In fact, with the proper use of seat belts you are 40% less likely to be fatally injured during a crash. With these odds, why wouldn't you buckle up? Virginia law requires seat belt use for drivers and front seat passengers over 16 years of age, but make sure that all passengers in the vehicle are properly buckled up whether they are in the front seat or the back.

### Seat Belt Resources

- [FAQ's](#)
- [Forms and Publications](#)
- [Highway Safety Plan](#)
- [Related Links](#)
- [Traffic Crash Data](#)
- [Virginia Highway Safety Office Contacts](#)

### Find out more...

- [Airbags](#)
- [Car Seats](#)
- [Sign Up for RSS Feeds](#)

### More Facts About Seat Belts

- Airbags do not replace the need for seat belts. When used with seat belts, airbags further reduce the risk of death or injury in the event of a crash.
- Seat belts hold the driver in place, helping the driver maintain control of the car during a collision. The lap belt should fit low and snug across the hips while the shoulder belt keeps the driver from pitching forward into the steering wheel, dashboard and windshield.
- For an adult, the shoulder harness should fit closely against the chest, never under the arm. The lap belt should fit low and snug across the hips, never across the abdomen.
- For a child, the shoulder harness should fit over the shoulder and across the breastbone. The lap belt should fit low and snug across the hips.
- For pregnant women, keep the lap belt low across the hips, never across the abdomen.
- Medical costs resulting from traffic crashes are twice as costly for occupants who are not belted.
- An insured driver who routinely wears a seat belt pays higher premiums each year to cover crash-related medical expenses for those who do not wear seat belts.



- When a driver is buckled with a seat belt, children are likely to be buckled 87 percent of the time. When a driver is not buckled in a seat belt, children are likely to be buckled only 24 percent of the time.

## Seat belt laws

A 2008 National Traffic Safety Administration report said states with primary-enforcement seat belt laws were averaging about 13 percent higher seat belt use.

### States with primary seat belt laws

Alabama, Alaska, California, Connecticut, Delaware, Georgia, Hawaii, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Michigan, Mississippi, New Jersey, New Mexico, New York, North Carolina, Oklahoma, Oregon, South Carolina, Tennessee, Texas, Washington (and D.C.)

### States with secondary seat belt laws

Arizona, Arkansas, Colorado, Florida, Idaho, Kansas, Massachusetts, Minnesota, Missouri, Montana, Nebraska, Nevada, North Dakota, Ohio, Pennsylvania, Rhode Island, South Dakota, Utah, Vermont, Virginia, West Virginia, Wisconsin, Wyoming

**New Hampshire** doesn't have a primary or secondary law for adults.

Source: Governors Highway Safety Association

## Virginia's "Move Over" Law

- Requires motorist to change into another travel lane or slow down when passing emergency personnel
- Law established in 2002
- Violation of law is a Class one misdemeanor
- Carries a penalty of up to a \$2,500 fine and/or a year in jail



## Virginia's "Move Over" Law

- 40 states have "Move Over" laws
- The monetary fines vary depending on the state
- Virginia has three signs posted at the state line warning drivers about the law
  - Interstate 81 Northbound
  - Interstate 77 Northbound
  - Interstate 77 Southbound



# Virginia's "Move Over Law"

## Quick Facts

- Va. Move Over signs erected in 2008
- Trooper K.S. Chapman helped unveil the signs in SWVA after he was hit/injured during a traffic stop



## Quick Fact:

Nationwide, 151 officers were struck and killed by a vehicle between 1997-2006

\*Source: National Law Enforcement Officers Memorial Fund



## MOVE OVER PUBLICITY

- Red and yellow bumper stickers placed on back of law enforcement vehicles
- Brochures distributed at safety talks
- Video and Radio Public Service Announcements (PSA) created



# Virginia's "Move Over Law"

Remember !  
Before it was common  
courtesy to Move  
Over or slow down  
Now,  
it's the law!





## National Safety Council

### Roadway Work Zone Safety

In 2005 there were 1,074 people killed and 37,653 people injured in work zone crashes. Compared to 2004, work zone fatalities increased 1% and injuries decreased 21%. Of the 1,074 people killed in work zones, 872 were in construction zones, 98 were in maintenance zones, 17 were in utility zones, and 87 were in an unknown type of work zone.



We all are responsible for driving, walking, and biking, safely through work zones. The engineers and planners have the responsibility to make sure the work zone is designed and operating properly -- with safety in mind. Drivers and pedestrians have the responsibility to always be alert and obey the traffic laws. The police and the courts have the responsibility to make sure that the traffic and work zone laws are enforced. Public safety agencies have the responsibility of responding to and securing crash locations and enforcing traffic laws. Local communities and county and state governments need to allocate funding for safe roads and increase public awareness about work zone safety. Everyone should take responsibility for work zone safety.

### Tips for driving safely in work zones

**Expect the unexpected** -- Normal speed limits may be reduced, traffic lanes may be changed, and people may be working on or near the road.

**Slow down** -- Speeding is one of the major causes of work zone crashes.

**Don't tailgate** -- Keep a safe distance between you and the car ahead of you. The most common crash in a highway work zone is the rear end collision.

**Keep your distance** -- Keep a safe distance between your vehicle and the construction workers and their equipment.

**Pay attention to the signs** -- The warning signs are there to help you and other drivers move safely through the work zone. Observe the posted signs until you see the one that says you've left the work zone.

**Obey road crew flaggers** -- The flagger knows what is best for moving traffic safely in the work zone. A flagger has the same authority as a regulatory sign, so you can be cited for disobeying his or her directions.

**Stay alert and minimize distractions** -- Dedicate your full attention to the roadway and avoid changing radio stations or using cell phones while driving.

**Keep up with the traffic flow** -- Motorists can help maintain traffic flow and posted speeds by merging as soon as possible. Don't drive right up to the lane closure and then try to barge in.

**Expect delays** -- Schedule enough time to drive safely and check radio, tv and web sites for traffic information.

**Be patient and stay calm** -- The work zone crew members are working to improve the road and make your future drive better.

This information is in cooperation with the Federal Highway Administration, and American Road & Transportation Builders Association.



# Countywide tornado drill set for March 17

February 27, 2009

York - York County will participate in a tornado drill March 17 at 9:45 a.m. so that schools, businesses and families can practice their tornado emergency plans, county officials announced Thursday. March 17 is Tornado Preparedness Day in [Virginia](#).

York County Department of Fire and Life Safety department members will be at many of the county's public schools to provide assistance to school staff as the students conduct the "duck and cover" portion of the drill, as well as to monitor all-hazard weather radios.

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## Virginia to Participate in Statewide Tornado Drill

If you plan on participating in the Statewide Tornado Drill, please fill out our new [online registration form](#). The information collected on this form will help VDEM show the media and the public the full extent of drill participation.

### **WHO:**

- Virginia Department of Emergency Management
- National Weather Service

### **WHAT:**

Gov. Tim Kaine has proclaimed March 17, 2009 as Tornado Preparedness Day in Virginia; a statewide tornado drill will follow.

### **WHEN:**

Tuesday, March 17, 2009 at 9:45 a.m.

Should severe weather threaten the state on March 17, the tornado drill will be postponed until 9:45 a.m. on March 18, 2009.

### **WHERE:**

Schools, businesses and residences in Virginia.

### **WHY:**

The purpose of this drill is to provide Virginia schools, businesses and residents with an opportunity to test their tornado emergency plans. Virginia's public schools are required to participate in at least one tornado drill per year.

## **HOW:**

All NWS offices serving Virginia will issue a tornado drill warning. The warning will be a tone-alert broadcast on NOAA Weather Radios that starts the coordinated statewide test of the Emergency Alert System. The EAS test will be broadcast on television, radio stations and cable systems.

When the NOAA Weather Radios and EAS are activated for the tornado drill, participants will move to a safe area inside their building, crouch down on the floor and cover their heads. The best shelter from a tornado is a basement. If a basement is not available, go to an interior room without windows on the lowest level of the structure (a closet, bathroom or interior hall is ideal).

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## **Tornado Basics**

### ***Know the Signs***

- Strong, persistent rotation in the base of a cloud.
- Whirling dust or debris on the ground under a cloud base – tornadoes sometimes have no visible funnel.
- Hail or heavy rain followed by dead calm or a fast, intense wind shift. Many tornadoes, especially in Virginia, are wrapped in heavy precipitation and can't be seen.
- Loud, continuous roar or rumble, which doesn't fade in a few seconds like thunder.
- If it's night, look for small, bright, blue-green to white flashes at ground level (as opposed to silvery lightning up in the clouds). These lights are power lines being snapped by very strong wind, maybe a tornado.
- Persistent lowering of the cloud base.

### ***Tornado Watches and Warnings***

It is important that businesses know the difference between a tornado watch and a tornado warning, and pay attention to weather announcements during severe thunderstorms.

#### Watches and Warnings

##### **Tornado Watch**

A tornado watch means that conditions are favorable for a tornado and that tornadoes are possible.

##### **Tornado Warning**

A tornado warning means that a tornado has been sighted or has been indicated by National Weather Service Doppler radar and might be headed your way. When a warning is issued, [take cover immediately](#).

### ***Prepare a Home Tornado Plan***

Develop a safety plan for you and your family for home, work, school and when outdoors. Make sure you practice the plan. Review the plan on days when severe weather is forecast for your area.

- Pick a place where family members could gather if a tornado is headed your way. It could be your basement or, if there is no basement, a center hallway, bathroom or closet on the lowest floor. Keep this place uncluttered.
- If you are in a high-rise building, you may not have enough time to go to the lowest floor. Pick a place in a hallway in the center of the building.
- Assemble a Tornado Safety Kit containing:
  - First aid kit and essential medications
  - Battery-powered radio, flashlight and extra batteries
  - Canned food and manual can opener
  - Bottled water
  - Sturdy shoes and work gloves
- Also include in the kit written instructions on how to turn off your home's utilities.
- Have a **NOAA Weather Radio** with a warning alarm tone and battery backup to receive updated forecasts and critical information such as watches and warnings.
- Keep a Virginia map handy to help you follow the movement of threatening storms from weather bulletins

### ***Know What To Do***

Stay tuned to your local radio or TV for weather reports, or listen to a NOAA weather radio for more detailed information when weather conditions are favorable for the formation of tornadoes.

#### ***When a tornado watch is issued:***

- Tornadoes could develop in your area.
- Stay tuned to your local radio, TV or NOAA weather radio for further information and possible warnings.
- Be prepared to take cover if necessary.

#### ***When a tornado warning is issued:***

- A tornado has been sighted or has been indicated by NWS Doppler radar.
- Warnings are given to individual counties or cities and include the tornado's location, direction and speed.
- If you are in or near its path, seek shelter immediately.

### ***If a Tornado is Headed Your Way***

Shelter immediately in the nearest substantial building. Go to the building's basement. If there is no basement, move to a small, windowless interior room such as a closet, bathroom or interior hall on the lowest level of the building. Be sure to use the stairs to reach the lowest level, not an elevator. Protect your body from flying debris with a heavy blanket or pillows.

Take precautions if you can not get to a substantial buildings. If you are in:

- **Open buildings** (shopping malls, gymnasiums or civic centers): Try to get into the restroom or an interior hallway. If there is no time to go anywhere else, seek shelter right where you are. Try to get up against something that will support or deflect falling debris. Protect your head by covering it with your arms.
- **Automobiles:** Get out of your vehicle and try to find shelter inside a sturdy building. A culvert or ditch can provide shelter if a substantial building is not nearby — lie down flat and cover your head with your hands. **Do not** take shelter under a highway overpass or bridge, because debris could get blown under them or the structures themselves could be destroyed.
- **Outdoors:** Try to find shelter immediately in the nearest substantial building. If no buildings are close, lie down flat in a ditch or depression and cover your head with your hands.
- **Mobile homes:** Do not stay in mobile homes. You should leave immediately and seek shelter inside a nearby sturdy building or lie down in a ditch away from your home, covering your head with your hands. Mobile homes are extremely unsafe during tornadoes

## UV Protection

The principal danger posed by the sun is in the form of ultraviolet radiation, or for short, UV radiation. UV radiation is a component of solar energy, but it can also be given off by artificial sources like welding machines, tanning beds and lasers.

You are probably aware of the danger posed by UV radiation to your skin, but may not realize that exposure to UV radiation can harm your eyes and affect your vision as well.

There are three types of UV radiation. One type, called UV-C, is absorbed by the ozone layer and does not present any threat. That's not true of the other two types, UV-A and UV-B. More and more scientific evidence is showing that exposure to both UV-A and UV-B can have adverse long- and short-term effects on your eyes and vision.

If you are exposed, unprotected, to excessive amounts of UV radiation over a short period of time, you are likely to experience an effect called photokeratitis.

Like a "sunburn of the eye" it may be painful and you may have symptoms including red eyes, a foreign body sensation or gritty feeling in the eyes, extreme sensitivity to light and excessive tearing. Fortunately, this is usually temporary and rarely causes permanent damage to the eyes.

Long-term exposure to UV radiation can be more serious. A number of scientific studies and research growing out of the U.S. space program have shown that exposure to small amounts of UV radiation over a period of many years may increase your chance of developing a cataract, and may cause damage to the retina, the nerve-rich lining of your eye that is used for seeing. The damage to the retina is usually not reversible.

The effects of UV radiation are cumulative. This means the longer your eyes are exposed to UV radiation, the greater the risk of developing such conditions as cataracts or macular degeneration in later life.

Researchers have not yet specifically determined how much exposure to UV radiation will cause how much damage, but a good recommendation is to wear quality sunglasses that offer good protection and a hat or cap with a wide brim whenever you are working outdoors, participating in outdoor sports, taking a walk, running errands or doing anything in the sun.

To provide protection for your eyes, your sunglasses should:

- block out 99 to 100 percent of both UV-A and UV-B radiation;
- screen out 75 to 90 percent of visible light;
- be perfectly matched in color and free of distortion and imperfection; and
- have lenses that are gray for proper color recognition.

Polycarbonate lenses are a must for your sunglasses if you participate in potentially eye hazardous work or sports. These lenses provide the most impact resistance.

If you spend a lot of time outdoors in bright sunlight, wrap-around frames can provide additional protection from the harmful UV radiation.

Don't forget protection for children and teenagers. They typically spend more time in the sun than adults.

Be sure to see your doctor of optometry regularly [[recommended schedule of examinations](#)] for a thorough eye examination. It is a good way to monitor your eye health, maintain good vision, and keep track of your UV radiation protection needs as well as new advances in that protection.



## National Safety Council

### Poison Prevention

#### The Overdose Epidemic

Poisoning – particularly from overdoses of over-the-counter, prescription and illicit drugs – has surpassed falls to become the nation’s second-leading cause of unintentional death, after motor-vehicle collisions. With an 80 percent increase from 2001 to 2006, poisoning is the fastest-rising cause of accidental death in the United States.

### Unintentional Poisoning from Overdoses

While most people think of poisoning as a childhood issue, adults are overwhelmingly to blame for the steep recent increase in unintentional poisoning deaths.

Between 1993 and 2003, there was a 107 percent increase in the unintentional poisoning death rate from overdoses among Americans ages 20 to 64. In Washington state and the District of Columbia, overdoses have surpassed motor vehicle crashes to become the leading cause of unintentional death.

Drug-related poisonings are often due to overdose or misuse of opioid analgesics initially prescribed to treat chronic pain, such as oxycodone, methadone, hydrocodone, fentanyl and buprenorphine. While the greatest number of these deaths is occurring among white men ages 45 to 54 – up nearly 6,000 in a decade – poisoning death rates are increasing fastest among white women – up more than 300 percent.

The National Safety Council has issued a report on “Trends in Unintentional Poisoning Deaths and Death Rates” that details the steep increase in these deaths. [Click here](#) for the 2008 summary.

### Call to Educate

A [survey](#) conducted in fall 2007 by the National Safety Council revealed that most Americans (81 percent) still believe that children are at greatest risk for poisoning. Less than 4 percent said adults, though data shows that less than one percent of fatal poisoning deaths in 2004 affected children (ages 0-5) and more than 96 percent involved adults (19 years and older).

The need for public education is clear. When asked to rank potential causes of poisoning in the Council’s fall 2007 survey, 53 percent of people surveyed said household chemicals were most commonly associated with fatal poisoning while just 34 percent named drugs and medicine.

## Poisoning and Children

While children rarely die today from unintentional poisoning, non-fatal poisonings remain a childhood concern. About 50,000 children under the age of 4 are injured by unintentional poisonings every year.

This is testament to the success of national awareness efforts, such as poison prevention campaigns and child-resistant packaging.

### What Poisons?

In addition to drugs, accidental poisonings can be caused by:

#### Household Chemicals and Medicines

Dangers of inhalants

Children and poisons

Pesticides

Illegal pesticides

Misuse/abuse of medications

#### Environmental

Lead poisoning

Carbon monoxide poisoning

Dangerous plants

## National Safety Council

### How to Prevent Poisonings in Your Home

Consumers buy more than a quarter-million different household products for use in and around the home, including medicines, cleansers, cosmetics, pesticides and insecticides. While these products serve an important purpose, their misuse can cause illness, injury and even death.

Help prevent accidental poisonings by being aware of potential hazards and observing these National Safety Council poison prevention tips:

#### Bathroom

- ▶ If young children live in your home, use a medicine cabinet with a child-proof latch and keep it secured, even if the cabinet is raised. Avoid opening the latch in front of children who may mimic your action.
- ▶ Use child-resistant caps on medications and keep them tightly closed. Child-resistant caps are meaningless if not properly fastened after each use.
- ▶ **Never take medication in front of a child or refer to pills as candy.**
- ▶ Check the label of your mouthwash for alcohol content. Some mouthwashes contain enough to poison small children. Consider alternative products.
- ▶ **Even if there are no children present, create a dedicated medicine storage area.**
- ▶ Always follow a medication's recommended dosage.
- ▶ Check expiration dates on unused over-the-counter and prescription medications. Safely dispose of those that are out of date.
- ▶ Use and store toilet bowl cleansers with caution; some are dangerously caustic and capable of burning tissue if ingested.

#### Bedroom

- ▶ Hang or store mothballs and crystals in sealed containers inside closets or chests, removed from children's reach.
- ▶ Keep personal care items such as hair spray, cologne, perfumes, nail polish remover and astringents closed when not in use, and away from children.

#### Living Room

- ▶ Stow your visitors' coats and purses away from children who might discover medications while curiously hunting through them.
- ▶ Ensure a lead-safe home (see the Council's [lead poisoning](#) fact sheet for more information). Children can be exposed to lead by ingesting lead dust found in paint that's on some toys, walls and window sills.

#### Kitchen

- ▶ Check under your sink and in other cabinets for stored products that could be hazardous, such as bleaching agents, rust removers, drain cleaners, ammonia, oven cleaners, detergents,

furniture polish, floor wax, metal polish, wax remover, and wall/floor/toilet bowl cleaners. Even food extracts, such as vanilla and almond, are potential poisons. If products cannot be moved, install safety latches on cupboard doors. Avoid opening latches in front of children who may mimic your action.

- ▶ Avoid storing cleaning compounds and foods together.
- ▶ Keep all substances in their original containers, with labels intact for important usage and safety information. Avoid transferring cleaning fluids and similar products into beverage bottles or cans.
- ▶ Keep potentially hazardous cleaning compounds capped. If toddlers are present, don't leave an open container unattended, even briefly.

## **Especially for Older Adults**

Request medicine labels printed in larger type.

If a child-restraint cap is difficult to use, ask your pharmacist for an alternative.

To ensure you are taking the medicine you intended, turn on the lights and double-check the label, especially if you are sleepy or sick.

Avoid dosage errors by using dosage containers that indicate the day of the week and/or time of day. Don't leave it to memory.

If you are taking two or more prescriptions or over-the-counter medications, ask your pharmacist about unintended drug interactions.

## **Poisoning and Pets**

Avoid feeding pets human food. Chocolate, for instance, can poison and kill a dog. Pets are healthier eating food specially formulated for their needs.

Don't spray or store cleaning or pesticide products near pet food or water dishes. In the event of a spill, keep animals out of the area until it is clean.

Because poisonous anti-freeze tastes sweet to dogs and cats, store these products carefully and immediately clean up spills and leaks.

Remember wildlife. Spraying products on a windy day can carry the product into the water supply for wild animals.

## **Additional Precautions**

Post the phone number of national toll-free number (800-222-1222) and family doctor near the telephone.

If you call your poison control center or doctor in an emergency, be sure to have the poisoning agent's original container and label handy.

Get trained in [First Aid](#) to deal more effectively with poisonings and other emergency situations.

# Jelly Belly Recall

US FDA - [http://www.fda.gov/oc/po/firmrecalls/jellybelly02\\_09.html](http://www.fda.gov/oc/po/firmrecalls/jellybelly02_09.html)

## Recall -- Firm Press Release

FDA posts press releases and other notices of recalls and market withdrawals from the firms involved as a service to consumers, the media, and other interested parties. FDA does not endorse either the product or the company.

## Jelly Belly Candy Company Recalls Chocolate Peanuts and Clusters Nationwide Due To Possible Health Risk

### Contact:

Tom Holt  
(415) 884-8077

**FOR IMMEDIATE RELEASE** -- FAIRFIELD, CALIF. (February 27, 2009) -- Jelly Belly Candy Company is voluntarily recalling chocolate-covered peanuts, chocolate peanut clusters and no-sugar added chocolate peanuts, three peanut confections in the company's line of 200 confections. The company is recalling the three candies due to the potential for salmonella contamination of roasted peanuts obtained from the Plainview, Texas facility of Peanut Corporation of America.

Healthy persons infected with *Salmonella* often experience fever, diarrhea (which may be bloody), nausea, vomiting and abdominal pain. In rare circumstances, infection with *Salmonella* can result in the organism getting into the bloodstream and producing more severe illnesses such as arterial infections (i.e., infected aneurysms), endocarditis and arthritis.

The bulk chocolate peanut products are sold in bulk scoop bins to grocery outlets and candy shops nationwide and are labeled on the bin with the name of the products:

"Chocolate Peanuts from the makers of Jelly Belly"

"Peanut Clusters from the makers of Jelly Belly"

"No Sugar Added Chocolate Flavor Coated Peanuts"

For Bulk bin items, no UPC codes are visible at the time of purchase.

Item number	Lot code	Item description
4050	071029	10 LB CHOCOLATE PEANUTS Case/unit UPC - 00071567040501
4050	071107	10 LB CHOCOLATE PEANUTS Case/unit UPC - 00071567040501
4050	071130	10 LB CHOCOLATE PEANUTS Case/unit UPC - 00071567040501
4050	071201	10 LB CHOCOLATE PEANUTS Case/unit UPC - 00071567040501
4050	080103	10 LB CHOCOLATE PEANUTS Case/unit UPC - 00071567040501
4050	080206	10 LB CHOCOLATE PEANUTS Case/unit UPC - 00071567040501
4050	080305	10 LB CHOCOLATE PEANUTS Case/unit UPC - 00071567040501

4050	080403	10 LB CHOCOLATE PEANUTS Case/unit UPC - 00071567040501
4050	080404	10 LB CHOCOLATE PEANUTS Case/unit UPC - 00071567040501
4050	080422	10 LB CHOCOLATE PEANUTS Case/unit UPC - 00071567040501
4050	080423	10 LB CHOCOLATE PEANUTS Case/unit UPC - 00071567040501
4050	080605	10 LB CHOCOLATE PEANUTS Case/unit UPC - 00071567040501
4050	080722	10 LB CHOCOLATE PEANUTS Case/unit UPC - 00071567040501
4050	080820	10 LB CHOCOLATE PEANUTS Case/unit UPC - 00071567040501
4050	080821	10 LB CHOCOLATE PEANUTS Case/unit UPC - 00071567040501
4050	080903	10 LB CHOCOLATE PEANUTS Case/unit UPC - 00071567040501
4050	080904	10 LB CHOCOLATE PEANUTS Case/unit UPC - 00071567040501
4050	081125	10 LB CHOCOLATE PEANUTS Case/unit UPC - 00071567040501
4050	090128	10 LB CHOCOLATE PEANUTS Case/unit UPC - 00071567040501

Item number	Lot code	Item description
4055	081020	10 LB CHOC PEANUT CLUSTERS Case/unit UPC - 00071567040556
4055	081105	10 LB CHOC PEANUT CLUSTERS Case/unit UPC - 00071567040556

Item number	Lot code	Item description
5655	071121	10 LB CHOC PEANUTS-NO SUGAR ADDED Case/unit UPC - 00071567056557
5655	080201	10 LB CHOC PEANUTS-NO SUGAR ADDED Case/unit UPC - 00071567056557
5655	080324	10 LB CHOC PEANUTS-NO SUGAR ADDED Case/unit UPC - 00071567056557
5655	080401	10 LB CHOC PEANUTS-NO SUGAR ADDED Case/unit UPC - 00071567056557
5655	080531	10 LB CHOC PEANUTS-NO SUGAR ADDED Case/unit UPC - 00071567056557

In addition, the chocolate peanuts were distributed online and in a 7-oz. bag with the label "Chocolate Peanuts from the makers of Jelly Belly".

**Item # 24050 12 X 7oz Chocolate peanuts**  
**Case UPC – 00071567983921**  
**Unit/bag UPC -071567240505**

lot code	Best before
071029	BEST BEFORE Oct 29, 2008
071108	BEST BEFORE Nov 08, 2008
071116	BEST BEFORE Nov 16, 2008
071121	BEST BEFORE Nov 21, 2008
080304	BEST BEFORE Mar 4, 2009
080310	BEST BEFORE Mar 10, 2009
080611	BEST BEFORE Jun 11,2009



080820	BEST BEFORE Aug 20, 2009
081112	BEST BEFORE Nov 12, 2009

The company affirms that Peanut Butter flavor of Jelly Belly® jelly beans, the company's flagship product line, are NOT made with peanut butter from PCA and are safe to eat. No other confections are impacted by the recall.

Jelly Belly is recalling the three chocolate peanut confections due to the nationwide recall of products from the Peanut Corporation of America's Texas peanut processing plant. Jelly Belly used roasted peanuts purchased from PCA Plainview, Texas plant. All production and distribution of these three confections have been halted. No illnesses have been reported to date from the chocolate peanut confections made by Jelly Belly.

Consumers who have purchased chocolate-covered peanuts, peanut clusters or no-sugar added chocolate peanuts are urged to destroy the products or may return the product to Jelly Belly Candy Company, One Jelly Belly Lane, Fairfield, CA 94533. Consumers with questions should call Jelly Belly at (800) 522-3267 Monday through Friday 6 am to 5 pm PST.

# Food Lion Recall

-----Original Message-----

From: Food Lion [mailto:CustomerService@Reply.FoodLionEmail.com]

Sent: Friday, March 06, 2009 2:00 PM

To: Sykes, Anne-Marie T LtCol USAF ACC A8MC

Subject: Important Recall Information from Food Lion

we are sending you this alert regarding additional peanut products recalled today by Palmer's Candy, one of our suppliers. The recall is due to product recalls related to the Peanut Corporation of America.

The following Food Lion product, which is typically sold in our Deli-Bakery department, is being recalled:

PRODUCT	UPC/GTIN#	Size
Bake Shop Peanut Clusters	3582606783	12 oz.

We are asking customers to return this item to the store for a full refund.

As you may know, a number of products containing peanut butter, peanut paste or peanuts have been recalled; however, peanut butter sold in jars at our stores is not affected.

If you have questions or comments, please feel free to contact us. You can call our Consumer Relations department toll-free at 1-800-210-9569, 9 a.m.-8 p.m. EST Monday through Friday and 10 a.m.-2 p.m. EST on Saturday. Or you can write us at: Food Lion Attn: Consumer Relations, 2110 Executive Dr. Salisbury, NC 28145 USA

## Crime briefs

### HAMPTON

#### Tardy HU student, trooper collide on I-64

A Virginia State Police trooper was injured Tuesday morning in a collision with a college student who was running late for a class and attempted to drive on the shoulder of Interstate 64.

Trooper Becky Curl, a 10-year state police veteran, was transported to Riverside Regional Medical Center in Newport News. There was no immediate information on her injuries, but police spokeswoman Sgt. Michelle Cotten said the injuries were not believed to be life-threatening.

Just after 9 a.m., Curl was riding her motorcycle eastbound on the right shoulder of I-64, with lights and sirens on, responding to an accident near the Hampton Roads Bridge-Tunnel. Near the Settlers Landing Road exit, she saw a car being driven by Autumn Pettway, a 20-year-old Hampton University student, driving on

the shoulder to avoid traffic on her way to a class. Cotten said Pettway attempted to merge into traffic when she saw the trooper approaching, but she was unable to rejoin the flow of traffic, and Curl's motorcycle struck Pettway's Kia Sorrento. Curl was thrown from her motorcycle, and the motorcycle landed on top of her.

Pettway was issued a citation for passing on the shoulder.

She told police she was running late for a class when she decided to use the shoulder.

March Sentinel not available